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COMMERCE

OF THE

LAKES, AND ERIE CANAL;

ITS NATIONALITY OF CHARACTER.

AND SHOWING, FROM THE INCREASED MOVEMENT IN
PROPERTY, THE GENERAL AND EXTENDED BENE-
FITS FLOWING FROM CHEAPENING THE EX-
PENSE OF CARRYING ON THE INTERNAL
TRADE OF THE COUNTRY.

BY JAMES L. BARTON.

BUFFALO:

BEAVER'S POWER PRESSES, COURIER OFFICE.

1851.

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OF THE

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BUFFALO:
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1851.

Bt. from Ducharme.



COMMERCE

OF THE

LAKES AND THE ERIE CANAL.

Notwithstanding the great amount of information already spread before the public, in relation to the sudden rise, rapid growth and constantly increasing trade with the Great West, it does not seem to be out of place, to scatter yet more. It is only in this way, this important matter can be kept fresh in the mind, and secure to it that attention it is so justly entitled to.

In undertaking to give some slight account of the business done on the Lakes and Erie Canal in the year 1850, I do not intend, for I have not the necessary documents for doing so, to exhibit any part of it, except what has passed through the Port of Buffalo, only. The variety and extent of the Commerce of all the Lakes, above and below the Niagara Falls, may be judged of by what passes through Buffalo, where, probably, the largest half of the whole direct trade is done.

To collect a full account of all the Commerce of the several ports and places on all of the great Lakes, is a task that cannot be performed by any one individual, unless he gives up his whole time to it ; and few are found, who are able and willing to incur such an expense voluntarily. At the port of Buffalo, where the utmost care has been taken to collect all the facts in relation to this trade, much property passes up and down the Lakes, of which no account is, or can be taken. The trips to perform, particularly across Lake Erie, are so short, and many steam vessels leaving port in the night, but continuing to receive cargo until the moment of departure, much property is carried away that is not put on the manifest. Such is the case with vessels arriving from up the Lake. Much property is also shipped to and received from ports within the District, of which no report or manifest is required. It therefore follows as a matter of necessity, and after taking all the care possible, to get an account of all the Commerce passing out and in at the port of Buffalo, all we do get, falls much short of the real amount.

The statement here given, of the Imports at Buffalo in 1850, from the Lakes, has been most carefully made up from the manifests exhibited at the Custom House.— With the view of showing the variety of articles which enter into and form the trade from the West, I have taken the pains to enumerate very many. The valuation has been calculated from actual sales and prices given by our heavy dealers. Great care has been taken, in arriving at the quantity and value as near as possible, that a just and true exhibit might be made of the present magnitude of this Commerce, as the certain and carefully ascertained facts would warrant.

The rapid and constant increase of the trade from the Western country can be best realized, by comparing periods of time, only a few years past, with the present.

In the year 1835, the following articles were received from Ohio, the then only exporting Western State, and shipped towards tide water on the Erie Canal :

bbls. flour.	bu. wheat.	bu. corn.	bbls provis.	bbles ashes.	lbv. staves.	lbs. wool.	cheese, lard.
86,233	98,071	14,579	6,562	4,419	2,565,272	140,911	1,030,632
In 1840 other States commenced exporting.							
633,790	881,192	47,883	25,070	7,008	22,410,860	107,794	3,422,067
In 1845 all the Western States became exporters.							
717,406	1,354,900	33,069	68,000	34,602	28,296,431	2,957,761	6,597,007
In 1850 the same sources have furnished—							
984,430	3,304,647	2,008,967	146,836	17,504	159,479,504	8,805,817	17,534,961

In the five North-western States the Wheat crop of 1850 is fully fifty millions of bushels ; and that of Corn much greater than in 1849. But a small portion of the former and scarcely any of the latter has gone to market this fall, leaving an immense quantity on hand to come forward next spring.

The following statement shows the kind and quantity of property imported into Buffalo, from the Western States, (with a very little from Canada included,) during the year 1850 ; so far, as it can be obtained from the manifests of vessels reported at the Custom House :

IMPORTS.

Flour.....barrels	1,103,039	Butter.....barrels	2,203
Rye flour.....“	280	Butter.....kegs	40,135
Buckwheat flour.....“	16	Cheese.....boxes	161,110
Buckwheat flour.bags	347	Cheese.....casks	3,158
Corn meal.....barrels	15,279	Tallow.....“	6,295
Wheat.....bushels	3,681,346	Dried fruit.....sacks	1,276
Corn.....“	2,593,378	Dried fruit.....barrels	8,769
Rye.....“	115	Dried fruit.....boxes	326
Oats.....“	359,580	Green fruit.....barrels	5,113
Barley.....“	3,660	Highwines & whis “	32,659
Ashes.....barrels	17,528	Ale and beer....“	125
Ashes.....boxes	423	Cider.....“	293
Pork.....barrels	41,472	Eggs.....“	6,844
Beef.....tierces	16,055	Feather.....rolls	8,476
Beef.....barrels	58,541	Wool.....bales	53,867
Beef tongues.....“	168	Sheep pelts.....“	8,288
Beef tongues, half. “	149	Leathers.....“	2,588
Tripe.....“	236	Hemp.....“	517
Bacon.....casks	17,253	Flax.....“	366
Bacon.....boxes	1,897	Cotton.....“	527
Bacon.....pieces	4,888	Moss.....“	10
Hams.....number	13,676	Hair and bristles.. “	754
Mutton hams....casks	125	Rags.....“	3,918
Lard, casks and..barrels	14,848	Broom corn.....“	8,089
Lard.....hogs	5,826	Horses.....number	1,947
Grease.....barrels	4,455	Cattle.....“	4,260
Lard & Lins'd oil, “	5,105	Sheep.....“	10,180
Castor oil.....“	6	Hogs, (live).....“	46,448
Corn oil.....“	10	Hogs, (slaught'd). “	7,420
Rock oil.....boxes	160	Hides and skins.. “	72,294
Fish.....barrels	10,379	Hides and skins..bundles	751
Fire clay.....“	973	Furs and peltries..packs	3,547
Fire brick.....number	16,800	Furs and peltries.casks	121
Mineral paint....barrels	7,386	Furs and peltries.bboxes	104
Grass & clov' seed “	8,222	Horn tips.....hhds	62
Flax seed.....“	465	Horn tips.....barrels	26
Flax seed.....bushels	2,586	Bones.....casks	303
Hemp seed.....boxes	24	Furniture.....packages	2,805
Grindstones.....number	5,156	Furniture.....tons	6
Grindstones.....tons	528	Sugar.....hhds	47
Whet & scy'e st's boxes	273	Sugar.....barrels	109
Lead, pig.....number	19,353	Sugar.....boxes	15
Pig iron.....tons	3,162	Molasses.....barrels	48
Starch.....casks	615	Tobacco, unmf'd,..hhds	547
Starch.....boxes	3,391	Tobacco, unmf'd,..boxes	1,711
Candles.....“	4,951	Saleratus.....casks	887
Soap.....“	688	Saleratus.....boxes	270

Potatoes.....bushels	8,398	Forks.....dozen	491
Peas and beans..casks	1,619	Scoops....."	51
Mineral coal.....tons	10,866	Rakes....."	206
Reapers.....number	241	Brooms....."	1,008
Glue.....barrels	86	Shovels and spades, bundles	374
Cranberries....."	985	Hoes....."	594
Hickory & chest's	3,618	Scythes....."	46
Sourkrout, kgs and "	134	Paper....."	7,166
Wild pigeons....number	23,000	Cane rods....."	158
Live Turkeys...."	450	Iron....."	189
Boards & scantlingfeet	52,124,275	Iron scrap.....tons	23
Laths....."	1,184,100	Iron bars.....number	1,657
Staves.....No.	19,988,962	Iron pieces....."	465
Shingles....."	4,568,000	Steel.....cases	49
Shingle bolts....cords	372	Axes.....,boxes	389
Hoop poles....number	4,300	Adz....."	5
Ship knees....."	2,816	Sad-irons.....casks	15
Currier blocks...."	1,044	Springs and axles..number	164
Oars.....feet	782,480	Nails and spikes..kegs	1,721
Oars.....number	6,065	Copper ore.....masses	171
Hubs and felloes.."	885,000	Copper.....tons	113
Railroad ties....."	632	Copper.....casks	185
Wagon tops....feet	2,250	Copper.....ingots	6,627
Wood.....cords	215	Copper.....plates	374
Clothes pins....boxes	150	Oil cake.....tons	921
Broom handles...number	4,000	Oil cake.....casks	1,041
Axe helvies.....boxes	44	Oil cake.....boxes	10
Cedar posts.....cords	428	Bucks horns....number	213
Cedar posts.....number	9,978	Hog skins.....boxes	6
Lights of sash...."	3,500	Gas pipes.....tons	11
Gun stocks....."	6,000		

SUNDRIES, Merchandise, Plaster, Ginseng, Essential Oils, different kinds of Roots, casks of Elm and Tan Bark, Vinegar, Maple Sugar, Veneering, boxes Glass and Glass ware, &c., &c.....packages, 29,532

Also, large quantities of building, docking and ship Timber, Plank, Spars, Pine Saw Logs, &c., the whole forming an estimated value of.....\$22,525,781

EXPORTS.

The only way to obtain any accurate account of the Export Commerce from Buffalo to the Western States is, to depend upon the statements of Property received here by the Erie Canal, the Albany and Buffalo Railroad, and estimating the sales and manufactures of our City; they being the chief sources of supply. This will not be perfectly exact, but it will come so near being so, that all useful purposes will be answered:—

No. II.—*Statement of Property landed at Buffalo, from the Erie Canal during the season of Navigation, (seven months,) in the years 1849 and 1850, and its destination.*

ARTICLES.	1849.			1850.			Difference.	
	Dest. to W. States and Canada.	For N. York.	Total.	Dest. to W. States and Canada.	For N. York.	Total.	Increase.	Decrease.
<i>Of the Forest.</i>								
Furs and Peltries..... pounds	12,216	4,087	16,303	7,841	8,253	16,074		229
Boards and Scantling..... feet	3,028	5,472,107	5,475,135	2,356	8,757,531	8,759,887	3,284,752	
Shingles..... M.		80	80		136	136	56	
Timber..... C. feet		44,426	44,426		125,725	125,725	81,299	
Staves..... pounds		21,500	21,500		196,650	196,650	175,150	
Wood..... cords		17,357	17,357		18,955	18,955	1,598	
Ashes..... barrels		20	20		2	2		18
<i>Product of Animals.</i>								
Pork..... barrels		303	303		142	142		161
Beef..... "					33	34		
Bacon..... pounds		1,200	1,200					1,200
Cheese..... "	1,011	11,755	12,766	4,516	12,296	16,812	4,046	
Butter..... "		3,401	3,401		3,996	3,996	595	
Wool..... "	5,139	1,131	6,270	10,028	21,283	31,311	25,041	
Hides..... "	389,742	1,368,845	1,758,587	440,696	978,859	1,419,555		839,032
<i>Vegetable Food.</i>								
Flour..... barrels	4	10,138	10,142		18,338	18,338	8,196	
Wheat..... bushels	8	11,778	11,781	2	777	779		11,002

Bye.....	bushels	1,020	1,020	2,000	2,000	2,000	1,020
Corn.....	"	45,802	45,802	1	1	1	15,013
Corn meal.....	barrels	10	10	30,789	30,789	30,789	15,013
Barley.....	bushels	119,726	119,726	129	129	129	119
Oats.....	"	5,288	5,288	315,180	315,180	315,180	195,464
Bran and ship-stuffs.....	pounds	34	34	34	34	34	34
Peas and Beans.....	bushels	5,292	5,292	12,896	12,896	12,896	7,638
Potatoes.....	"	44,092	46,407	13,712	15,186	15,186	31,221
Dried fruit.....	pounds	195,161	240,139	89,301	310,572	310,572	70,433
<i>All other Agricultural Products.</i>							
Unmanufactured tobacco.....	pounds	6,616	6,616	382	6,998	6,998	6,998
Hemp.....	"	6,573	10,177	7,868	14,210	14,210	4,033
Clover and grass seed.....	"	830	830	830	830	830	830
Flax seed.....	"	136,569	272,145	180,297	288,736	288,736	16,591
Hops.....	"	2,130	2,130	300	300	300	1,830
<i>Manufactures.</i>							
Domestic spirits.....	gallons	11	11	87	98	98	98
Beer.....	barrels	14,680	14,680	2,600	17,280	17,280	17,280
Starch.....	pounds	237,052	237,052	51,355	440,772	440,772	203,720
Leather.....	"	8,243,936	8,243,936	1,778,572	6,934,223	6,934,223	1,309,713
Furniture.....	"	120,004	120,004	23,118	143,122	143,122	143,122
Agricultural implements.....	"	3,173	3,173	3,238,520	3,546,809	3,546,809	3,173
Bar and Pig Lead.....	"	1,098,866	1,098,866	3,481,883	8,855,233	8,855,233	2,447,943
Pig Iron.....	"	5,813,396	5,813,396	5,285,237	3,041,847	3,041,847	3,041,847
Castings and Iron-ware.....	"	612,827	612,827	534,333	1,147,160	1,147,160	1,147,160
Machines and parts thereof	"	20,347	20,347	221,980	242,327	242,327	881,348
Bloom and Bar Iron.....	"	1,123,675	1,123,675	1,800	4,115	4,115	3,715
Domestic Woolens.....	"	400	400	2,315	2,315	2,315	2,315

No. II CONTINUED.—*Statement of Property landed at Buffalo, from the Erie Canal during the season of Navigation, (seven months,) in the years 1849 and 1850, and its destination.*

ARTICLES.	1849.			1850.			Difference.	
	Dest. to W. States and Canada.	For N. York.	Total.	Dest. to W. States and Canada.	For N. York.	Total.	Increase.	Decrease.
Domestic Cottons..... pounds	7,000	31,779	38,779	19,583	25,250	44,813	6,034	
Domestic Salt..... bushels		1,070,155	1,070,155		682,129	682,129		388,026
Foreign Salt..... pounds				134,088	86,775	220,863	220,863	
<i>Merchandise.</i>								
Light 8 mill toll..... pounds	90,598,219	17,527,565	108,125,784	88,327,056	17,085,938	105,412,994		2,712,790
Sugar.....	9,943,062	2,722,119	12,665,181	10,167,560	2,413,224	12,580,784		84,397
Molasses.....	9,137,546	2,034,887	11,172,433	12,282,562	2,241,775	14,524,327	3,351,894	
Coffee.....	5,071,882	771,670	5,843,552	4,239,183	665,671	4,904,854	938,698	
Nails and Spikes.....	4,438,113	1,172,195	5,605,308	6,719,790	2,395,438	9,115,225	3,509,917	
Iron.....	6,942,397	2,256,314	9,198,711	11,911,716	2,671,360	14,583,076	5,394,365	
Railroad Iron.....				7,991,259	4,222,876	12,214,135	12,214,135	
Steel.....				340,449	118,731	459,178	459,178	
Horse Shoes.....				7,901	660	8,561	8,561	
Crockery and Glass-ware.	9,692,636	1,470,080	11,162,716	16,474,345	2,550,548	19,024,893	7,862,177	
Oysters and Clams.....	236,066	696,952	933,018	350,226	687,113	1,037,339	104,321	
<i>All other Articles.</i>								
Horses, cattle, hogs & ship	3,775,722	33,806,907	37,582,629	1,200	46,180	47,380	47,380	
Stone, lime and clay....				4,493,524	88,771,296	93,264,820	59,457,911	

No. III.—Statement of Property taken from and left at Buffalo from first January to 31st December, 1850, by the Albany and Buffalo Railroad.

ARTICLES.	1850.	
	Shipped from Buffalo.	Left at Buffalo.
<i>Of the Forest.</i>		
Furs and Peltries.....pounds	91,389	
Boards and Scantling.....feet	240,787	
Shingles.....M	39	
Staves.....pounds	3,252,300	
Ashes.....barrels	1,559	
<i>Products of Animals.</i>		
Pork.....barrels	3,342	
Pork in the hog.....pounds	894,912	
Beef.....barrels	367	
Bacon.....pounds	706,064	2,195
Cheese....."	336,651	3,282
Butter....."	693,352	10,607
Lard....."	136,300	
Wool....."	1,114,604	1,395
Hides....."	429,977	135,144
Tallow....."	192,491	
<i>Vegetable Food.</i>		
Flour.....barrels	5,366	13
Wheat.....bushels	40	123
Corn....."	159	
Barley....."		5,910
Peas and Beans....."	478	
Potatoes....."		1,151
Dried fruit.....pounds	572,474	
<i>All other Agricultural Products.</i>		
Cotton.....pounds		857
Unmanufactured tobacco....."	14,455	112,926
Clover and grass seed....."	1,250,900	
Flax seed....."	25,238	
Hops....."	3,177	38,618
<i>Manufactures.</i>		
Domestic spirits.....gallons	33,553	328
Leather.....pounds	183,145	58,467
Furniture....."	135,188	507,333
Pig Iron....."		10,665
Bloom and Bar Iron....."	26,572	151,003
Iron-ware....."	13,995	223,567

No. III CONTINUED.—*Statement of Property taken from and left at Buffalo from 1st January to 31st December, 1850, by the Albany and Buffalo Railroad.*

ARTICLES.	1850.	
	Shipped from Buffalo.	Left at Buffalo.
Domestic Woolens.....pounds	20,340	6,400
Domestic salt.....bushels	60	
<i>Merchandise.</i>		
Light 8 mill toll.....pounds	226,094	15,251,240
Sugar....."	3,170	113,605
Molasses....."		22,929
Coffee....."		59,271
Nails and spikes....."	2,825	104,631
Iron....."	21,081	91,921
Crockery and Glass-ware....."	23,845	177,765
Oysters and Clams....."		615,986
<i>All other Articles.</i>		
Cattle 13,000, and hogs 4,797,588....."	4,810,588	
Stone, Lime and Clay....."	28,274	60,911
Gypsum....."		41,470
Mineral Coal....."	46,000	
Sundries....."	3,110,744	3,326,334

No. IV.—Statement of Property shipped from Buffalo on the Erie Canal during the years of 1849 and 1850.

ARTICLES.	1849.			1850.			Difference.	
	From West States and Canada.	From N. York.	Total.	From West States and Canada.	From N. York.	Total.	Increase.	Decrease.
<i>Of the Forest.</i>								
Furs and Peltries, pounds.....	1,117,340	20,456	1,137,796	480,098	2,000	482,098		655,698
Boards and Scantling, feet...	33,796,729	4,746,678	38,543,407	45,791,525	4,099,691	49,891,116	11,347,709	
Shingles, M.	538	77	615	6,630	12,280	18,910	18,295	
Timber, cubic feet.....	11,880	861	12,741	1,000	37,304	38,304	25,563	
Staves, pounds	123,399,932	855,027	124,254,959	159,047,854	432,150	159,479,504	35,224,545	
Wood, cords		159	159	56	643	699	540	
Ashes, barrels.....	13,517	827	14,344	16,712	792	17,504	3,160	
<i>Product of Animals.</i>								
Pork, barrels.....	40,709	934	41,643	27,517	946	28,463		13,180
Beef, barrels	58,978	466	59,444	78,858	46	78,899	19,455	
Bacon, pounds	4,822,664	56,394	4,379,058	7,791,466	103,253	7,894,719	3,515,661	
Cheese, pounds.....	7,930,065	1,704,620	9,634,745	5,791,390	1,053,926	6,835,316		2,799,429
Butter, pounds	5,607,103	983,249	6,590,352	4,437,923	413,066	4,850,989		1,739,363
Lard, pounds	4,202,573	142,152	4,344,725	5,795,085	53,591	5,848,676	1,503,951	
Lard Oil, gallons				69,102	100	69,202	6,9202	
Wool, pounds.....	8,169,935	470,474	8,640,409	8,514,995	291,122	8,805,817	165,408	
Hides, pounds	738,668	103,774	842,442	962,130	27,073	989,203	146,761	
Tallow, pounds.....				872,377	4,191	876,568	876,568	

Vegetable Food.

Flour, barrels	1,020,578	14,360	1,034,938	974,404	10,026	984,430	50,508
Wheat, bushels	3,903,140	37,210	3,940,350	3,296,482	8,165	3,304,647	635,703
Rye, bushels	2,210	2,200	4,410	100	30	130	4,280
Corn, bushels	3,267,192	61,271	3,328,463	2,606,827	2,140	2,608,967	713,496
Corn Meal, barrels				14,216	63	14,279	14,279
Barley, bushels	859		859				859
Oats, bushels	326,704	19,484	346,188	286,336	1,624	287,960	58,228
Bran and Ship-Staffs, pounds	56,180	2,100	58,280	29,538	216,721	246,259	187,979
Peas and Beans, bushels	982	58	1,040	3,632	382	4,014	2,974
Potatoes, bushels	990	32	1,022	218	103	321	701
Dried Fruit, pounds	95,366	7,191	102,557	816,254	87,172	903,426	800,869
<i>All other Agricultural Products.</i>							
Cotton, pounds	136,015		136,015	236,163		236,163	100,148
Unmanufactured Tobacco, pounds	1,601,360		1,601,360	675,901		675,901	925,459
Hemp, pounds				115,130	518	115,648	115,648
Clover and Grass Seed, pounds	2,380,859	129,534	2,510,393	1,033,344	46,869	1,080,213	1,430,180
Flax Seed, pounds	555,978	210	556,188	285,198	14,069	299,267	256,921
Hops, pounds	8,035		8,035				8,035
<i>Manufactures.</i>							
Domestic Spirits, gallons	1,234,605	66,507	1,301,112	793,963	28,938	822,901	478,211
Beer, barrels				55	39	94	94
Linseed Oil, gallons				630	120	750	750
Oil Cake and Meal, pounds				1,957,477	74,000	2,031,477	2,031,477
Starch, pounds				214,199	18,887	233,086	233,086
Leather, pounds	466,705	98,653	565,358	944,335	194,605	1,138,940	573,582
Furniture, pounds	684,579	170,551	855,130	629,072	226,943	856,015	885
Agricultural Implements, pounds				29,250	22,775	52,025	52,025

No. IV CONTINUED.—Statement of Property shipped from Buffalo on the Erie Canal, during the years of 1849 and 1850.

ARTICLES.	1849.			1850.			Difference.	
	From West States and Canada.	From N. York.	Total.	From West States and Canada.	From N. York.	Total.	Increase.	Decrease.
<i>Manufactures—Continued.</i>								
Bar and Pig Lead, pounds.....	99,352		99,352	72,191		72,191		27,161
Pig Iron, pounds.....	70,000		70,000	20,000		20,000		50,000
Castings, pounds.....				16,741	74,177	90,918	90,918	
Machines and parts thereof, lbs....				8,373	239,350	247,723	247,723	
Bloom and Bar Iron, pounds....	33,158	83,111	116,269					116,269
Iron Ware, pounds.....	16,629	11,962	28,591					28,591
Domestic Woollens, pounds.....	17,484	9,137	26,621	37,548	24,832	62,380	35,759	
do. Cottons, pounds.....	9,177	10,731	19,908	3,974	872	4,846		15,062
<i>Merchandise.</i>								
Light 8 mill toll, pounds.....	153,942	157,360	311,302	22,670	64,068	86,738		224,549
Sugar, pounds.....	3,695	9,339	13,030	9,190	34,471	43,661	30,631	
Molasses, pounds.....		8,686	8,686		3,862	3,862		4,824
Coffee, pounds.....					1,726	1,726	1,726	
Nails and Spikes, pounds.....		14,211	14,211	600	4,906	5,506		122,675
Iron, pounds.....		75,038	75,038		78,247	103,699	31,661	
Steel, pounds.....				28,452	14,224	14,224	14,224	
Crockery and Glass Ware, lbs....	60,991	20,550	81,541	115,018	98,339	213,357	131,816	
Oysters and Clams, pounds.....		600	600		1,900	1,900	1,300	

<i>All other Articles.</i>									
Horses, Cattle, Hogs, Sheep, lbs..									
Stone Lime and Clay, pounds ..	4,186,845	224,207	4,411,052	273,196	4,200	277,396	277,396	277,396	
Eggs, pounds				4,261,586	329,917	4,591,503	4,591,503	180,451	
Mineral Coal, pounds				910,888	7,744	918,632	918,632	918,632	
Fish, pounds	2,990,300		2,990,300	7,987,950		7,987,950	4,997,650	4,997,650	
Copper Ore, pounds				1,353,720	13,790	1,367,510	1,367,510	1,367,510	
Sundries, pounds	16,814,993	2,185,871	19,000,864	369,840		369,840	369,840	369,840	
1850—Valuation of Western States and Canada				9,204,622	1,048,926	10,253,548			8,747,316
Do. — Valuation of New York									\$17,906,418
Total									606,493
									\$18,512,911

From the foregoing Tables a knowledge of the Commerce entering and leaving the Port of Buffalo in 1850, is pretty correctly arrived at. They sum up thus :

Table No. 1 shows that the value of the Imports from the Lakes was	\$22,525,781
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Table No. 2 shows that the Erie Canal delivered here, original- ly destined to go to the West- ern States and Canada,	33,970,645
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And for delivery in the City and that portion of New York, on and near Lake Erie,	\$7,888,525
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Table No. 3 gives the amount re- ceived by the Railroad from March 15th to Dec. 20th,	6,152,931
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\$14,041,456

It is quite difficult to determine what portion of this \$14,041,456 enters into the exports. But it will not be far out of the way to estimate that, by adding to it, the value of the manufactured articles of ironmongry, cabinet ware, leather, white lead, upholstery, and the productions of numerous other manufactures in this city ; a large portion of the dry goods of light weight but valuable, brought by the Railroad, originally started for the Western States ; the export of the

largest portion of the Salt bro't up the Canal ; the large amount of merchandise sold wholesale and retail to Western traders ; the retail trade with Canada ; and the amount originally destined for that portion of New York bordering on Lake Erie ; to place the amount at three-fourths of the Canal and Railroad importations : which will give the sum of

\$10,531,092

Total Exports, - - -

\$67,027,518

These statements show that the

Import Commerce of Buffalo,

in 1850, amounted to - - -

\$22,525,781

The Exports to - - -

44,501,737

Forming a valuation of,

\$67,027,518

To which it is proper to add the Commerce of Black Rock and Tonawanda, ports at the lower end of Lake Erie visited by vessels, in order to show the total of the Commerce of the upper Lakes which concentrates at Buffalo and the lower end of Lake Erie.

At Black Rock the value of Western and

Canada property received and shipped

down the Erie Canal in 1850, is - - - \$1,359,870

Property received by the Canal and shipped

to Western States and Canada, - - - 587,823

The business of Tonawanda to Western

States and Canada, - - - 86,812

From Western States and Canada, - - - 1,118,682

The whole forming an aggregate of \$70,180,705

Without taking into consideration the immense passenger trade, the large sums of money carried across the Lakes by purchasers of produce, Emigrants, Government funds and Bank operations, which amount to many millions of dollars.

The States and countries which the property went to and came from, are :—Pennsylvania, Ohio, Michigan, Wisconsin, Illinois, Indiana, Iowa, Minnesota, Missouri, Kentucky, Tennessee, Arkansas, Alabama, Mississippi, Louisiana, New Mexico, Canada and that portion of New York bordering on Lake Erie.

The Lake Commerce of the same States in 1848,				
with the port of Buffalo alone, made up in the same manner,				
as this statement is filed in the Topographical Bureau at Washington, was	-	-	-	\$60,140,062
In 1850 it is	-	-	-	67,027,518

Being an increase in two years of \$ 6,887,456

The number of Arrivals and Departures, and aggregate Tonnage during the season have been—

	ARRIVALS.			CLEARED.		
	No.	Tonnage.	Men and Boys.	No.	Tonnage.	Men and Boys.
<i>Foreign Vessels from Foreign Ports.</i>						
Quarter ending June 30th, 1850.....	164	26,704,50	1,977	156	24,590,83	1,870
“ “ Sept. 30th, 1850.....	212	34,007,55	2,451	209	38,666,93	2,445
“ “ Dec. 31st, 1850.....	97	14,927,87	1,098	101	15,639,54	1,151
Total.....	473	75,640,02		466	73,897,40	
<i>American Vessels from Foreign Ports.</i>						
Quarter ending June 30th, 1850.....	56	5,495,16	367	65	6,433,14	428
“ “ Sept. 30th, 1850.....	68	10,220,48	702	91	12,433,87	855
“ “ Dec. 31st, 1850.....	32	5,025,29	349	36	5,217,74	347
Total.....	156	20,740,93		192	24,084,80	
<i>Coasting Trade.</i>						
Quarter ending March 31st, 1850.....	12	6,883,71	316	12	6,883,71	316
“ “ June 30th, 1850.....	1,216	436,352,70	19,002	1,250	435,634,37	20,505
“ “ Sept. 30th, 1850.....	1,403	470,648,68	21,117	1,400	493,974,38	21,221
“ “ Dec. 31st, 1850.....	927	341,545,39	14,754	937	327,414,47	14,403
Total.....	3,558	1,255,430,53		3,599	1,268,907,03	

The whole forming an aggregate as follows :

	No.	Tonnage.
Foreign Vessels from Foreign Ports.....arrived	473	75,640,02
Foreign Vessels from Foreign Ports.....cleared	466	73,897,40
American Vessels from Foreign Ports....arrived	156	20,740,93
American Vessels from Foreign Ports....cleared	192	24,084,80
Coasting Tradearrived	3,558	1,255,430,58
Coasting Tradecleared	3,599	1,263,907,03
Vessels.....	8,444	2,713,700,86-95

The following description of Vessels are now wintering in the Port of Buffalo:—

18 Steamboats.....	tons	13,170,14
17 Propellers.....	"	6,362,69
20 Brigs.....	"	4,705,30
46 Schooners.....	"	8,815,35
2 Sailboats.....	"	18,70

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33,072,28-95

The whole forming an exhibit worthy to be compared with almost any of our Atlantic seaport towns.

Forming this Commerce, we find the sugar of Louisiana, the cotton of Tennessee and Mississippi, the hemp of Kentucky, the furs of Missouri and distant West, the copper of Lake Superior, the lead of Wisconsin, the agricultural and forest products of all the States bordering on the Lakes, the manufactures of New England and New York, and a small amount of \$438,026, in bond and otherwise, of Canadian products.

This Commerce is conducted at great risk to life and property, security to which should be rendered more certain, by the building of good harbors to shelter it from storms, and by the improvement of the shallow navigation through Lake St. Clair. If this were done the saving in time and reduction in the price of freight, lighter insurance, saving of lighterage and damage to ves-

sels and cargoes, and the greater loads that could be carried, would repay the expense in one year.

The partially finished harbors around the Lakes, having been left several years without any appropriations or repairs, are rapidly giving away before the storms. Bars are forming at their mouths, so that many ports cannot be entered by heavily loaded vessels without grounding and sticking fast, greatly endangering vessel and cargo in a storm. In others the channel of entrance has changed, and the difficulty of entering and leaving is greatly increased. At this Port, where more than half of all the Commerce of all the Lakes concentrates, it is not an uncommon sight, to see half a dozen loaded vessels at a time fast on the bar at the entrance of the harbor. The periods between appropriations for these works are so long, and the amount so limited each time, that the work done under one appropriation is nearly destroyed, or damaged to that degree that the subsequent appropriation is consumed in repairs without adding any new works towards completing the original design.

Great and important interests, so especially necessary to the welfare of the people, as the internal trade of the country, it is no more than reasonable to suppose, would receive attention from Legislators. Cultivated and promoted as it is by any and all other people, in this day in our own land it is looked upon as a secondary consideration and treated as such. Questions of an abstract character, not merely useless in themselves, but absolutely mischievous in their tendency, alone engage the attention of Legislators, State as well as National. Instead of devoting their time and talents to legislate for the interest and good of the many millions who now possess this happy land, and enjoy, under the mercies of God, all

the blessings and privileges a people can hope for ;—instead of striving to bind the great family of American States stronger together, by bonds of mutual interests and good feelings, mischievous spirits, desecrating the talents which God gave them for good and useful purposes, are engendering discord and promoting ill will and disunion, and if possible, endeavoring to destroy the last hope of every lover of free institutions, and weaken very much the belief in the capacity of man for self-government.

The great chain of Lakes, upon which some eight States are bounded, and the Mississippi River the common outlet for more than a dozen others, are channels possessing national character and importance enough to engage the attention of Congress, which alone has the power, right and ability to make appropriations for this purpose, and “to regulate trade between the several States,” is altogether neglected.

Improvements by Congress on these two great routes, the great avenues of trade of the whole Union, cannot by any fair construction or reasonable language be called local in character or purpose. The constant and absolute necessary use of them by so many different States, forbids such an idea. That there is a pressing want, calling loudly upon Congress to make appropriations for harbors, light-houses, beacons, dredging out channels on the Lakes, and removing bars, snags or obstructions in the Mississippi, is very evident, from the wrecks of vessels, destruction of lives and property annually taking place, for the want of these improvements. The Mississippi River and the Lakes constitute the only connecting water links between the Atlantic and the great West. Through them are annually pouring millions of

property, the product of home labor, and carrying back the manufactures of the old States, building up our Atlantic Cities, and extending the Foreign Commerce of our country with all the world.

The West for years has been applying to Congress for slight appropriations to improve and render safe these National Water Courses, without effect; while they in turn have been asked by the older States to appropriate millions for protection to Ocean Commerce, not merely at home, but in all parts of the world, which they have cheerfully done. The West think, and think justly, that a million of dollars worth of property, exposed to the storms and tempests on a Lake coast, is as much entitled to harbors for shelter as the same amount of property is, on the Atlantic coast.

They furnish largely the materials to form the Foreign Commerce of the country and cheerfully assist to maintain a Navy as well as light-houses, harbors, and forts, to shelter and protect it. Yet, when they ask for slight appropriations, to improve the navigation of the inland seas of the country, over which floats annually twice the value of commerce that the foreign trade amounts to, their application is met with the most capacious and wire-drawn objections, from sources that are continually participating in Governmental expenditures of one kind or another.

The older States should reflect, that the march of Empire is Westward. But a few years time is required to change the representation in Congress. The representatives from the Atlantic States will be diminishing, while the West will be gaining rapidly. Should the West, then, pursue the same illiberal course the Atlantic States are now acting towards them, a less share of ap-

propriations may fall to the Atlantic Coast than they would desire.

This state of things need never happen, if the West is treated fairly and as they should be. They ask but little ; let Congress grant it, and no portion of the Union will be found more willing and ready to make sacrifices to any extent, or contribute more cheerfully to the glory and welfare of the Nation than the West will be. The improvement of the Mississippi River and the navigation of the great Lakes are matters of the highest importance to them. The want thereof taxes them millions of dollars annually, in additional expense of moving their products and the loss and damage of property, vessels and lives. These unnecessary burthens it cannot be expected they will always bear. The improvements they ask, made in these great channels of trade, have nothing in them of a local character, and the benefits resulting will be national and general, and beneficially felt in every part of the Union.

THE ERIE CANAL.

The figures I present in relation to the business transacted on this route, from Lake Erie to Tide-water, both ways, are perfectly correct, and represent truly the business done. On this avenue every pound and foot of property is weighed or measured, and the actual quantity ascertained with great care. By referring back to Tables No. 2 and 4, these figures and statements will be found. They not only give the business done in 1850, but also that of 1849. This I have done to exhibit the effect on trade, of high and low tolls.

The purpose for which statistics are collected, is not merely to fill up paper with figures, but to obtain reliable information for the safe guidance of legislation and other business. Aware as I am, that the great majority of people take but little interest in such things, and never for themselves take the trouble of investigating "causes and effects," and have but little appreciation of the advantages of such investigations, I shall take the trouble of analyzing these canal exhibits, and placing in a clear and distinct light, the effect cheap transportation has upon the movement of property. This labor of mine, I am sure, will be most acceptable to all enlightened, wise and prudent Legislators, saving them a great amount of labor, and furnishing them a sure foundation to act upon.

Ever since the Canal was constructed, the want of ascending tonnage has been severely felt, not merely as a great source of revenue, but as a business to transporters, to enable them to carry down freight at less rates, and thus do away the necessity and wrong of charging upon down freight alone, the greater part of the expense of

running boats, to and from tide-water. This could only be accomplished by lowering the tolls, as they constituted the greater portion of the expense in moving property, and extending the markets for our own manufactures of iron, steel, nails and spikes, castings, machinery, pig iron, salt, domestic cottons, and the heavy foreign groceries required in the western country. From long experience in the business, and from the series of facts I had collected and embodied in a Memorial to the Canal Board last winter, and further enforced before them by other facts and argument, I clearly showed, that the ascending tonnage of the Erie Canal, if the tolls were reduced to the point I desired, would, in three years, increase the amount of *up freight*, known as merchandise, 76,133,527 pounds, or 38,167 tons, of light and heavy goods.

The actual ascertained increase in this particular kind of property, under the operation of a wise and discreet reduction of tolls on some leading articles, has been 32,005,684 pounds, or over 16,000 tons, in one and the first year of the experiment. That the circle of trade has been enlarged, and our trade with the most distant portions of the country been greatly increased by reducing the tolls, see the following statement:—

Comparative amount of Goods received at Buffalo by the Erie Canal in 1849 and 1850, and Destination.

	Merchan'dze	Sugar.	Molasses.	Coffee,	Nails and Spikes.	Iron and Steel.	Crockery.	R. R. Iron.	Fish.
Ohio.....1849	20,975,506	2,157,078	1,537,134	1,540,989	757,170	1,437,490	1,809,419	In' in iron and steel.	Inserted in Merchan'dze.
".....1850	16,798,600	1,641,611	1,775,649	946,340	1,068,582	1,965,873	2,244,930	2,123,153	533,580
Michigan.....1849	12,461,578	1,910,020	1,488,678	680,445	958,894	1,072,567	1,343,275	in L. and S.	in Merch'dze.
".....1850	11,761,146	1,719,065	1,838,638	518,302	1,142,634	1,708,028	2,045,145	3,702,167	317,168
Illinois.....1849	13,023,849	1,377,765	1,193,229	701,574	592,221	981,492	1,226,359	in L. and S.	in Merch'dze.
".....1850	12,573,346	1,535,585	1,644,535	610,957	1,081,034	2,407,842	2,044,497	1,831,693	310,148
Wisconsin.....1849	11,686,392	1,965,147	1,551,585	691,443	609,413	1,165,028	1,123,537	in L. and S.	in Merch'dze.
".....1850	12,991,769	2,084,699	2,195,214	735,137	1,216,311	2,061,224	1,797,002	134,000	408,968
Indiana.....1849	8,887,100	811,756	901,696	518,468	366,907	574,095	972,737	none.	in Merch'dze.
".....1850	7,887,538	806,645	1,136,667	436,023	567,098	1,005,534	1,406,587	"	140,159
Pennsylvania.....1849	6,696,971	669,911	865,094	235,612	178,275	265,361	1,056,842	in L. and S.	in Merch'dze.
".....1850	5,888,897	633,919	1,115,579	229,207	280,841	467,183	1,816,179	200,206	91,136
Kentucky.....1849	2,252,457	41,369	61,322	56,940	91,414	105,203	134,332	none.	in Merch'dze.
".....1850	2,609,841	137,602	178,963	73,856	75,975	162,040	715,105	"	68,783
Missouri.....1849	5,898,406	330,568	438,572	277,327	279,800	499,687	775,776	"	in Merch'dze.
".....1850	6,350,425	523,759	692,384	225,625	518,555	880,988	1,314,820	"	91,784
Tennessee.....1849	996,758	26,941	27,928	52,825	58,528	98,726	127,906	"	in Merch'dze.
".....1850	2,087,971	153,227	191,175	73,807	72,336	179,489	625,147	"	15,873
Alabama.....1849									
".....1850	3,136								

CONTINUED.—Comparative amount of Goods received at Buffalo by the Erie Canal in 1849 and 1850, and Destination.

	Merch'dze.	Sugar.	Molasses.	Coffee.	Nails and Spikes.	Iron and Steel.	Crockery.	R. R. Iron.	Fish.
Iowa.....1849	5,322,988	438,151	753,329	195,424	373,531	467,885	687,221	"	in Merch'dze.
".....1850	6,931,448	681,905	1,167,929	244,662	556,581	1,068,787	1,657,490	"	91,140
Arkansas.....1849									
".....1850	825								
Canada.....1849	2,394,214	214,356	318,979	110,835	171,980	174,843	485,232	"	in Merch'dze.
".....1850	2,462,395	249,548	345,829	95,217	137,843	363,505	827,934	"	51,306
New York.....1849	17,527,565	2,722,119	2,034,887	771,670	1,172,195	2,256,314	1,407,090	in I. and S.	in Merch'dze.
".....1850	17,088,598	2,413,224	2,241,775	665,671	2,395,433	2,790,751	2,550,548	4,222,876	706,702
Total.....1849	108,125,780	12,665,181	11,172,439	5,843,552	5,605,308	9,198,711	11,162,716		in Merch'dze.
".....1850	105,430,875	12,580,784	14,524,337	4,904,854	9,115,225	15,050,815	19,024,893	12,214,135	2,828,741

The necessity of reducing the tolls on heavy goods has become so manifest from the disclosure of the fact, that the delivery in 1849, at Buffalo, of Sugar, Molasses, Coffee, Iron and Steel, Nails and Spikes, Crockery and Glass Ware, with Oysters and Clams, was but 56,580,919 pounds, against 64,346,841 pounds of the same kind of goods in 1848—showing a falling off of 7,765,922 pounds, which were not purchased, or which had been diverted through other States and routes, to the injury of the canal revenues and its business. That this trade must be invited back, and more with it, was no longer a question to speculate upon. It must be done, and done immediately. The first step to accomplish it was a discreet reduction in the tolls. The forwarders were doing more than their share to preserve it, by carrying light and heavy goods for 15 cents a hundred, the whole length of the canal, while the State was enforcing a charge of 24 cents a hundred, and two cents a mile and boat run, for using the canal. A crisis had come; the State must relinquish a part of this unjust and unwise tax, or lose a great share of the business the Erie Canal was constructed to perform, and deprive our own citizens from reaching distant markets for the sale of their own productions.

Reductions were made (but not to the extent that should have been done on certain articles,) on Sugar, Molasses, Coffee, Iron, Nails and Spikes, of 20 per cent.; Pig Iron 25 per cent.; on Salted Fish 50 per cent.; on Foreign Salt 50 per cent.; largely on agricultural implements, undressed stone, and several other articles, ascending. On property going down the Canal, the rates on Pork, Bacon, Lard, and Whiskey, were reduced 25 per cent.; on Oats 33½ per cent.; Black Walnut Lumber 30

per cent.; Bloom Iron 25 per cent.; Tan Bark 50 per cent.; on Charcoal 87½ per cent.; and relieved the Horses used in towing boats from paying any toll. These reductions made an average of from 20 to 25 per cent. on the whole rates. The amount of property passing on all the canals in this State, in 1849, at rates of toll then charged, produced a revenue of 3,268,226 dollars. The same amount of property passing in 1850, under the reduced rates, would give only 2,614,580 dollars, being a loss in the revenue of 653,645 dollars, or 20 per cent.

The business of the year 1850 has closed—and although breaks in the Canal, interrupting navigation, have been more frequent than usual, and more serious in character, requiring great length of time to repair—the deficit of the great leading articles of Wheat, Flour and Corn, until after the 1st of September—the low prices which have ruled in market, for our agricultural products—the unfounded reports set afloat by interested parties, and kept alive by silly articles in the newspapers, throwing a discouraging aspect over business, with numerous other drawbacks;—all of which, under any other circumstances than the cheapened rate at which property was invited forward, would have caused a serious loss to business and revenue. These Tables and Exhibits present the business done in 1849 and 1850. They can be compared, and the actual effect low rates of toll has had in increasing the movement of property and revenue, can be easily seen.

I respectfully suggested and explained to the Canal Board the advantages that would be derived, enabling us to legislate more intelligibly, if an alteration was made in the manner of keeping the accounts of property

passing on the canals. They readily saw the suggestion was a proper one, and permitted the Tables to be formed under my advice and assistance, very much as they now appear. Many articles are now enumerated that have heretofore been classed amongst the item "Sundries." We are now enabled to know something of the kind and description of property transported on the Canal. Thus, Corn Meal, Tallow, Lard, and Linseed Oil ; Horses, Cattle, Sheep, and Hogs ; Machinery, and parts thereof ; Oats, Eggs, Salt Fish, Copper Ore, Oil Cake, Hemp, Foreign Salt, and some others, are enumerated. The accounts previous to 1850 do not show that any of this kind of property was ever moved on the canals. This will explain why the term "Sundries," in the foregoing table of down freight, shows a less tonnage in 1850 than in 1849. But by adding to it these several items it greatly exceeds. Last year the term "Iron Ware" was used ; this year, "Castings." A separate account is kept this year of Steel ; last year it was mingled with Iron. Railroad Iron is now distinguished from other iron ; heretofore, if any, it has been put into the same account. Salted Fish is a distinct article, as is also Foreign Salt and Starch ; these articles have previously been mixed in the account of light or eight mill goods. These explanations of the New Tables are made, so that the attention may be more easily directed to the increase or quantity of each article.

The following concise statement shows the effect, reduction in the tolls has had in increasing *heavy up freight*, denominated merchandise, and causing it to be transported the whole length of the canal :—

Received at Buffalo in		1849.	1850.
Sugar,	- -	12,665,181	12,580,784
Molasses,	- -	11,172,433	14,524,327
Coffee,	- -	5,843,552	4,904,854
Nails and Spikes,	- -	5,605,308	9,115,225
Iron and Steel,	- -	9,198,711	27,264,950
Crockery and Glass Ware,	- -	11,162,716	19,024,893
Oysters and Clams,	- -	933,018	1,037,339
		<hr/>	<hr/>
		Pounds, 56,580,919	Pounds, 88,455,372

Being a gain of 31,874,453 pounds over 1849, and 24,108,531 pounds over 1848, the year the largest quantity was ever transported on the Canal. See also the great increase in Hides and Leather, Castings, and Iron Ware, Pig Iron, Stone, Lime and Clay, Mineral Coal, and sundries. And what is the most gratifying, as well as the most beneficial effect of this is, much the largest portion of this increase has passed over the Lakes, giving business to our shipping as well as adding largely to the business of Canals and Railroads in other States. There is a slight increase in light or eight mill goods, although no reduction was made in the tolls. To show the real increase in this kind of property, it is proper to add the Salted Fish and Starch, as these articles were included in the light goods in 1849, and paid the same toll. This will give an increase in light goods of 131,231 pounds. The whole amount of tonnage delivered at Buffalo in

1849 was	- - -	211,047 tons.
1850 was	- - -	260,923 tons.
		<hr/>
Increase,		49,876 tons.

The result in regard to down freight is no less conclusive in favor of the effect the reduction of the tolls has had in moving forward property. The increase in Bacon and Lard is 60 per cent. over 1849, and much greater than ever shipped on the Canal in any year. The same of Lumber, Beef, Wool, Fish, Copper Ore,

Charcoal, and many other articles. Pork is below last year. Several reasons can be assigned: Much goes off in the hog, leaving less to pack in the Western Country. Another, and not slight reason which had its effect: expectations were had that the tolls would be reduced; but the action of the Canal Board on the subject was deferred until the first week in March—and information did not get into the Wabash Valley that the tolls were reduced until the middle of the month—when the greater portion of that article had taken a southerly direction. Next year, the Pork of that country will, under the reductions on the New York and Indiana canals, be relieved the sum of two and one quarter dollars per ton, which will have a great influence in determining the route it will take to market. This article moves early in the spring. Not so with Bacon and Lard—they come along at all times during the season of navigation; and the greatly increased quantity in 1850 over any other year, shows clearly that the reduction in the cost of transportation has caused it to come this way. It requires no explanation why Wheat, Flour, Corn, and Whiskey, are less than in 1849: The scarcity of old grain in the country and the unexpected demand on the Mississippi, explains why it is so. Since the coming in of the new crop, from the first of September, the quantity of Wheat and Flour which has gone forward, exceeds last year. The severe drouth in the western country is the cause and only cause of a deficiency in Butter, Cheese, and Seeds.

The great increase in all articles from the western country, except a few leading ones. (which the country did not possess,) that every body looks to and talks about, should be cause of entire satisfaction and work

conviction in the minds of all, that the true way to obtain business and revenue to the Erie Canal is, to discreetly reduce the tolls more.

It wants no radical, violent breaking down of the present rates—no sensible or prudent person would ask such action—but a discreet, wise and judicious revision and reduction, justified by ascertained facts and results, and the enlarged condition of the country and its products to transport, do demand and require reasonable reductions. This revision should take place every year. Some leading articles require greater reduction than others. In securing some prominent article, which every route is striving for, a host of other smaller ones overlooked by every body, come along with it. Who, a few years ago, would have looked to the Erie Canal as the transporter of four hundred and sixty tons of Eggs from the Western States, towards tide-water? yet that quantity did, in 1850, leave Buffalo on the Canal for such destination. I mention this article as one of a multitude of a similar kind. Is not the business and revenue derived from this article as good as if obtained from wheat or any other product, to the same extent? Charcoal to the amount of forty thousand bushels, owing to 87½ per cent. toll being taken off, has gone from Tonawanda to New York for the first time since the Canal was constructed; although there has been timber in any quantity, to manufacture the article. The tolls have heretofore been utterly prohibitory; and never has a cent of revenue or business been derived from this article until this year. This being an entirely new business, has required one year's experience to acquire the necessary knowledge to manage it profitably. This has been ascertained; and I am informed by those interested, that

extensive arrangements are being made to go largely into this business next year.

Is not the great interest of the people as much entitled to energetic, watchful and judicious attention, from those having it in charge, as the interests of individuals or corporations are? Are not Railroads owned by citizens in this as well as other States, and Canals in foreign countries, all putting forth every exertion it is possible, to divert away business from the Erie Canal, in which all the people of this State have an interest? And do not the high tolls imposed by the State authorities, give them greater aid than any and all other things put together? Are not privileges asked for and granted to Railroads, the Canal would blush to think of? Who or where is the citizen that asks all the tolls taken from the Erie Canal, while combined interests of corporations are overriding the authorities of the State and its law-makers, claim to and do receive that privilege? They are not satisfied to be put upon an equality with the public. A reduction of tolls on the Canals is a like reduction on the Railroads. But this is not, nor will it be satisfactory to them; private corporations in this land of equal rights are much more sacred and worthy of protection than the public rights. Who carries to the consumer on the seaboard his barrel of flour for twenty-five cents, and who takes the farmer his fish, salt, sugar, iron, nails, and other supplies, at one dollar a ton, the whole length of the State? it is the Erie Canal, the people's property, the great public benefactor—and not the labor or liberality of private corporations. All that is charged above these rates, are the penalties affixed by the public authorities for using this great State Work. While thousands are readily found to shout for Rail-

roads and every new thing that appears, few think of the Erie Canal, or the millions of property it has added to the State, and created the very means now used to bury it in oblivion. None turn towards the seaboard and witness the growth of the Cities, or look to the West and see a mighty Empire springing into existence, and render honor where honor is due, and say, this is the work of the Erie Canal.

I do not wish to be understood as saying anything hostile against Railroads or any other route, for I do not feel so. Railroads are useful and necessary, and even indispensable, when no better and cheaper conveyance for doing the business transportation of the country can be had; but for a State, blessed as this is, with a water communication like the Erie Canal, connecting the Ocean with the great Lakes, forgetful of the known and realized benefits of the greater, and permitting themselves to become infatuated with the *promised* superior benefits of the inferior, is surprising. But I do desire to be known as a friend of the Erie Canal, and, if possible, revive those feelings of friendship for it, which sprung into existence, when, on the morning of Oct. 25th, 1825, the cannon placed on its banks, announced to the people, from Lake Erie to Sandy Hook, the completion of this Great Work—that *the* great avenue of trade was now opened, through which the illimitable trade of the West would flow, enriching this State to a degree hardly within the reach of the imagination to estimate, and which from the records and evidences of the benefits it has conferred, not merely on this State, but the whole country, it has never justly forfeited—An avenue of commerce of more advantage to the great public than all the others—The regulator of all other routes and modes

of conveyance throughout the broadest extent of the land, for carrying on the transportation of the products of the country. If it can be permitted to exhibit its ability, by relieving property passing on it from unnecessary burthen, to diffuse blessings untold, it will be found as it ever has been, the true and faithful servant, which will always do its duty, although it shall be rewarded with sneers, and be spoken of as having in a measure become useless and seen its best days.

Before we condemn and discard this faithful old servant, the Erie Canal, let us appeal to the records of its business done, and see if we have any just cause for doing so. The *Albany Argus* states, that the delivery at tide-water in fifteen working days, that is, from the 15th to the 30th November, 1850, both days inclusive, to have been, in

Flour, barrels	565,417
Wheat, Corn, Rye, Barley, and Oats, 1,644,581 bushels, equal.....	328,917
Pork, Beef, and Ashes, 50,087 barrels.....	77,551
Butter, Lard, Bacon, Cheese, and Wool, 13,645,785, lbs.	63,175

1,035,080

Lumber, Timber, Staves, Wood, Coal, Corn Meal, Oils, Tobacco, Seeds, Dried Fruits, Leather, Domestic Spirits, Bran and Ship-stuffs, Pig Iron, and nume- rous other articles during the same time, I estimate	350,000
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The whole being equal to 1,385,080

Barrels of Flour, of nearly 100,000 barrels a day for
fifteen consecutive days.

This would be looked upon as a pretty fair business to be done in so short a time, on a channel "that has seen its best days," whose "tow-path is becoming covered with grass," "its waters a solitude," and from their stagnant condition becoming unhealthy "for want of being stirred up by passing boats!" This exhibit only shows

the business done one way. It is quite probable a few tons more or less left tide-water for the interior during the same time.

The following concise statement of the movement of property on the Erie Canal to and from tide-water, for the years 1847, '48, '49, and '50, I have taken from the *Evening Journal*, which has had access to the accounts of 1850, since they were made up :

	<i>To Tide Water..</i>		<i>From Tide Water.</i>		<i>Total Movement & Value.</i>	
	Tons.	Valuation.	Tons.	Valuation.	Tons.	Valuation.
1847	- 1,744,283	\$	313,031	\$	2,057,314	\$151,612,109
1848	- 1,447,905	50,883,907.	329,461	74,943,450	1,777,366	125,827,357
1849	- 1,579,946	52,375,521	317,364	75,266,073	1,897,310	127,641,594
1850	- 2,034,018	55,480,941	441,582	85,177,068	2,475,600	140,658,009

Increase tonnage 1850 over 1849, more than 30 per cent.

" valuation - - - - - near 11 per cent.

The amount of tonnage moved in 1847 is greatly exceeded in 1850; but the extraordinary quantity of wheat and flour sent to market that year and the unusually high prices they commanded, give the values that year the ascendancy over any subsequent one. But in all the essentials of business and benefits to the country, it loses its position, and must succumb to 1850.

TOLLS COLLECTED IN

1847	- - 3,635,381		1849	- - 3,266,226
1848	- - 3,252,212		1850	- - 3,276,903

Does the business done upon, and the revenue derived from, the Erie Canal in 1850, show, that "the great State of New York must abandon her Canals—groan under an impoverished treasury and magnificent debt, &c., &c."!! On the contrary, do not these figures demonstrate with what fidelity and watchful care this State should guard and cherish the Erie Canal, which has secured to them the immense treasures of the business

of the illimitable and prolific West, which trade can never be taken from them, but can annually be increased, if they are faithful to the great trust resting on them.

I have procured these figures and facts and made these remarks from a high regard for the best interests of the people of this State, in the hope it will arouse a latent feeling of duty on the part of legislators and those having in charge the public works, not to sacrifice them, by reducing the revenue derived from them, which goes into every man's pocket, by giving to rival and incompetent means (Railroads) privileges for doing the business this State has expended her tens of millions of dollars to secure, not enjoyed by the great public, to satisfy the craving avarice of the few. Place all the Canals and Railroads everywhere in the State on the same footing of equality: If tolls are taken off on one mode of conveyance take it off the other. In the meantime exact the same care and watchfulness in collecting tolls and seeing that property does not escape scot-free on the one, that is watched by hundreds of eyes on the other. On the Canals no man is trusted a moment for tolls—his bills of weight not confided in—inspectors are multiplied to watch him at every point—expensive weigh-locks are constructed to weigh boat and cargo, to detect any attempt at fraud, and when caught at it, severe fines and penalties are imposed. See how Railroads are indulged. No one looks after them—exceptions are made in their favor—they carry what they please—return an amount for as much as they please, and some time in the course of the next month after the tolls are due, they are paid on just so much as the managers see fit to return. I do not say the Railroad managers would be guilty of de-

franding the State of its just dues, but I do say, that all men are very much alike when looking to their own interests. Accidental mistakes must always happen in their favor ; and I happen to know, for they have been caught at it and exposed and fined, that dishonest men doing business on the Canal have resorted to every kind of ingenuity to cheat the State out of tolls.

The Erie Canal has already built and sustains the Chemung Canal, Chenango Canal, Crooked Lake Canal, Montezuma and Seneca Canal, Oneida Lake improvement, contributed three millions to the New York and Erie Railroad, and is now constructing the Genesee Valley Canal, the Black River Canal, paying for its own construction and enlargement, and furnishing annually large sums to support the State Government. Having already done so much, and all the time doing more good, would certainly seem to entitle it to every care and protection until all these great objects are completed, when the tolls on all routes may be reduced to nominal rates, which will remove the necessity of taxation to support the State Government—with our magnificent system of internal improvement completed and paid for, and annually adding millions of dollars to the value of property in this State, even while these works are progressing to completion.

The truth is, we have lost sight of the polar star which has led this State in her march to greatness, and have been following imaginary lights which recede from us as we approach them, leaving us disappointed, discontented, and unhappy, and almost ready to abandon the very agent which each revolving year is adding millions to the wealth of the State, and preeminently distinguishes her above all others. It is time we should come

back from our visionary speculations and wanderings to the sober realities of fact. The State of New York possesses in her Erie Canal, an unrivalled and never to be equalled channel of communication between the Ocean and Western country. A judicious and wise administration of its management, discreetly reducing tolls from time to time, when doing so will increase business and revenue—enlarging its capacity as is now being done every year, making it more convenient and inviting to trade to pass it—a steady and judicious course of action, uninfluenced by the clap-trap hue and cry from every interested quarter and interest, is all that is required, to make this work what it was originally designed to be—the great business route to and from the Atlantic to the great and growing West—securing as it has done that trade to the benefit of the people of this State—paying for its own construction—discharging the debts of the State—furnishing means to carry on the State Government, as well as for accomplishing other works of improvement, and all without costing a citizen one cent.

Little as I fear its business being drawn away, by any of the new routes and modes of conveyance now completed, or to be completed, I am decidedly in favor of discreet reductions being made in the rates of toll on certain great and leading articles—

Because, it will be the means of increasing its business and revenue—give constant employment during the season of navigation, to the more than 40,000 persons engaged upon it, many of whom having the fruits of the labor of their lives invested in a boat and horses, are entitled to this consideration from the State, while from the joint labor of all, the Treasury receives annually more than 3,250,000 dollars: Because, a reduction in the tolls

on the Erie Canal, will compel every other route and mode of transportation to reduce their charges, thereby making them more useful than they would otherwise be, and thus afford the benefit of cheap transport, to the most extended portions of our country: Because, by such reduction, the consumer will be furnished with cheap bread, the producer relieved from an unnecessary tax in carrying it to market, and will enable the necessitous millions of Europe to obtain supplies in our seaboard markets cheaper than in any other country, and aid essentially in increasing our Foreign trade: Because, the increase of business annually required to be done to and from a rapidly growing country, will more than replace any deficiency in the revenue, caused by a reduction in the rates of toll, although the precise article on which the reduction may be made, may not increase sufficiently to make good that particular loss—yet a reduction on certain great leading articles will cause such a general movement in all, through the Canal, that no loss of revenue need be apprehended: Because, a series of facts collected yearly and from different sources, all concur to prove that a reduction in the tolls on the Erie Canal extends the circle of trade, enlarges the market for our own manufactures, and adds greatly to the business for our shipping on the Lakes, the Canal, and the Ocean: Because, the tolls on the Western Canals connecting with the Lakes, desirous of receiving from and giving the Erie Canal business, are steadily being reduced to the mutual advantage of both: Because, the more business done on the Erie Canal, and the more revenue collected therefrom, will inure to the benefit of every citizen of this State, and be advantageously felt in every department and occupation in life: And because, experience, several

and different periods of times repeated, has uniformly demonstrated that every reduction in the cost of moving property on the Erie Canal, has resulted in largely increasing its business and revenue.

The Erie Canal was not constructed merely for the purpose of piling up money in the Treasury, but to develop the resources of the State, build up our cities and towns, give employment to every branch of industry pursued by our citizens, and make the city of New York the great Commercial Emporium of the Continent, by inviting through it the trade of the West. This it has accomplished, in a most eminent degree. Look around in every section of the State, and see the rapid growth of our towns, the ready formed cash markets, our foreign commerce greatly increased, the improved condition of our farms and agriculture, the numerous manufactures, schools, colleges, churches, and other public buildings, the improved taste in building in town and country, resulting from the ability to indulge it—looking at all these things, who will say that this great avenue of trade has not enriched the people of all New York millions of dollars, and thrust forward the Empire State to a high and commanding position?

Yet a great many persons are found, and always will be, of small capacity and contracted views, ever ready to determine important matters, who never take the trouble to consult facts to enlighten and form their judgment, whose opinions, when given, only lead to error; who declare, and act accordingly that it is no benefit, but an injury to this State, to have such a volume of western trade flowing through it, filling our markets to the loss of our own producers. Were it possible, after merely consulting our own eyes, that this could be true in any respect,

their opinions, crude and unsound as they are, would be entitled to the consideration of an investigation. But they are not. It is only a waste of time to combat such folly. It merely requires the facts in regard to this matter to be stated, to expose the absurdity of such notions, without the labor of argument. The greater the western trade is, passing through the Erie Canal, the faster the domestic trade of the State increases. The movement of property on the New York Canals at different periods, is shown by the "Red Book," or Legislative Manual, page 412 and 421.

Year.	Going from Tide Water.	ARRIVING AT TIDE-WATER.										Tolls collected.		
		By way of Erie Canal.			Champlain Canal.			Total arriving at Tide Water.					Internal Trade of this State.	Total movement.
		From W. States.	From this State.	From Vt. & Canada.	From this State.	From Vt. & Canada.	From this State.							
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		Tons.	Dollars.
1837.....	122,130	56,255	331,251	43,546	180,729	611,781	437,385	1,171,296	1,287,430					
1843.....	143,595	256,376	378,969	32,126	169,390	896,861	532,983	1,513,439	2,601,590					
1847.....	288,267	812,840	618,412	51,377	261,654	1,744,283	837,260	2,869,810	3,635,381					
1849.....	315,550	768,659	498,065	65,471	247,751	1,579,946	999,236	2,894,732	3,268,226					

The precise movement of property in 1850 I am unable to give, as the accounts are not yet made up by the Canal Department. But that a great increase has taken place, is evident, from the greater tolls collected. As the reduction was equal to 20 per cent. in the rates of toll, and the total amount already known to have been received, (as the auditor of the Canal Board writes me, with some returns to come in, which will increase it,) in 1850, is

Against the sum in 1849 under the high toll system, of	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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Against the sum in 1849 under the high toll system, of 3,268,226

Being a gain of \$8,677

after overcoming the loss of \$653,645, the amount of the reduction on the rates of 1849. If to the amount of tolls collected in 1850 we add 20 per cent., it will show that the increased move-

ment in property, if charged at former rates of toll, to have produced a revenue of \$3,932,284 ; being \$300,000 more than was ever received before—even in 1847, when starving Europe called for every eatable thing we had to spare. Is it not evident, from these ascertained facts, that much property, heretofore prohibited from seeking a market, has been made an extensive matter of trade, merely by cheapening the cost of moving it ? And has not the great public been relieved from an uncalled for tax upon their labor and productions, of little short of 700,000 dollars, and yet the revenue has been increased ?

It has been objected in some quarters that I give too much importance to reduction of tolls, or cheapening transportation, in increasing our canal trade ; and that I do not sufficiently take into account the great growth of the country and its business to be done. This is not so. It matters not how much the western country may multiply in population, or increase its business, if this State, by high and unnecessary charges for using her Canals, prevents their property from passing on them. If it is driven to seek other and cheaper routes—and in every direction efforts are making to secure it—what benefit is the increase of western business to us ? It is plain, therefore, that the primary cause of the great increase of our Canal trade is the cheaper rate at which it can be done. There is sound wisdom in such a course, not only as regards the best interests of the people of this State, but justice to the citizens of other States, whose business it is our wish and interest to secure.

The Erie Canal, in connection with the Lakes, is national in its benefits and influence, although only a State work. The authorities of this State alone can manage and do what is necessary to promote the public welfare

in this particular. Constructed by New York to develop the resources of the State and to invite the trade of the West through it, for the advancement of her own particular interests, and having been selected by the West as the principal channel for doing their great and growing business, it loses in a certain degree its simple character of a State work, and becomes a National necessity, and other States than New York have a deep interest in it and its management. No one act this State can do will so much benefit herself and other States as great liberality in allowing their property to pass through her Canals at reasonable rates of toll.

The use of this great work, constructed to invite their use of it for the benefit of this State, and being their only water communication to the ocean, except through a foreign country, it has become so indispensably necessary to so many States, if arbitrary and severe charges, wholly uncalled for, are imposed upon their property for using it, the question of right of way may at some future day arise, to trouble all parties. No difficulty need ever be apprehended on this point, if New York pursues a liberal and enlightened policy.

The West are furnishing largely the business from which the means are derived for constructing it, and having done so, is it not the best policy, saying nothing about the justice of the thing, to allow them and our own citizens, the use of it at the cheapest rate, having a due regard to secure revenue to finish its completion, as well as the other works dependent upon it; paying its ^{own} charges for repairs and superintendence; the obligations of the State for constructing it, and after doing all this, leave a large amount of money for State purposes. All this can be easily accomplished, by judicious action on

the part of the Canal Board ; for they will be more than aided by the reciprocal good feeling of the West, who will do their great and yearly increasing business upon the Erie Canal.

The course of New York in this matter is plainly and distinctly marked out. Multiply the business and increase the revenue of the Erie Canal, by a careful and discreet revision and reduction of canal tolls—complete the enlargement as soon as possible, that every facility and inducement may be given to other States who desire to do their business through this channel, and thus secure the profits arising from the business to ourselves.

The great increase in the trade through this channel in 1850, should satisfy those having charge of it, the good effect the reduction of tolls has had upon the feelings of the Western people, by the greater trade they have given to us, to the benefit of our citizens and the State Treasury.

A striking and peculiar feature in relation to the Lakes and Erie Canal, which stamps them with a national character, is this : they and they alone determine the price or cost of the transportation business of the country throughout its broadest extent. They govern and regulate all other routes and modes of transportation, and fix the price for doing the business. Hence, the lower it is done upon them, the greater and more diffused are the benefits conferred upon the great public. This ability to do so much and general good, at so little cost, imposes a high duty on Congress and the State of New York to perform it.

A matter of the highest importance, and which should be impressed upon the State Legislature, is the remembrance of the fact, that the only source allowed by the

Constitution, to obtain the means of enlarging the Erie Canal, is the surplus (after providing largely for other objects) of its own earnings. This surplus is constitutionally appropriated to the enlargement of the Erie Canal, and the completion of the Genesee and Black River Canals. All discretionary power of diverting this money to any other purpose is taken away from the Legislature, and their sound judgment and discretion alone is to determine what portion of this Fund shall be allowed to each of these works.

On the first of June, 1855, the Constitution requires 400,000 dollars additional to be taken from this surplus, and placed to the credit of the Sinking Fund. On that day the means constitutionally provided for the three works named will be diminished this amount. Does it not, therefore, behoove the Legislature in the meantime, to set apart annually nearly the whole constitutional sum, the surplus to complete, as far as possible in that time, the enlargement of the Erie Canal, as the surest and quickest mode of obtaining the money to finish the other works, within any reasonable time? And, in the meanwhile, that the most judicious and liberal course, the most inviting to the trade of other States, should be adopted to increase our business and revenue, and add largely to the surplus, that the great and important objects to which it is constitutionally devoted, may be the sooner accomplished.

J. L. BARTON.

BUFFALO, January, 1851.



